

Progress Report #7

Period: March 1-31, 2019

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CASP
CEIS

1. Work Completed During Period

- **CASP Task 1: Scoping - Study Design - COMPLETE**
- **CASP Task 2: Project Management and Consultant Team Coordination**
 - Prepared for and conducted bi-weekly calls on March 4 and 18. The project schedules were updated for use in communicating progress. Internal team meetings were held to discuss tasks and progress. This seventh progress report was developed for inclusion with the invoice.
- **CASP Task 3: Public Consultation and Project Advisory Committee (PAC)**
 - Task 3.1 - Project Branding (non-federal): COMPLETE (Based on CDOT HQ input, we revised logos and branding for use in study; all branding materials/templates were also revised including the website with new approved logos).
 - Task 3.2 - Establish PAC: PAC Meeting #2 is scheduled for Thursday, April 11th at the CDOT Aeronautics Office. PAC Meeting #2 will include a review of items discussed during PAC meeting #1 (Goals, PM, and SIs), an overview of on-site inventory findings, airport roles/classifications discussion, and forecasting (statewide baseline data and proposed methodologies based on conversations with CDOT and FAA).
 - *KH will provide lunch for PAC members at 12:00 PM. The PAC meeting is planned for 1:00 PM - 4:00 PM.*
 - *KH to pick up lunch, if not, CDOT can pick it up.*
 - *KH will send a draft presentation for CDOT to review prior to the PAC meeting.*
 - Task 3.3 - Stakeholder Interviews: All stakeholder outreach is complete. Stakeholder interview results are being summarized (along with the environmental analyses and intermodal information) for inclusion in a separate chapter. KH will reach out to Scott Dulaney to obtain additional input relative to ESPs and to determine if he has stories.
 - Task 3.4 - Meetings with CDOT Modal Managers, Regional Planning Organizations (RPO), and Emergency Service Providers (ESP):
 - *Modal Manager Meeting - One of the two modal manager meetings is complete, with a meeting held with the CDOT Statewide Plan (SWP) Owners/Modal Managers.*
 - *RPO Meeting - One of the two RPO meetings is complete, with a meeting held with the Statewide Transportation Advisory Committee (STAC).*
 - *ESP Meeting - One of the two ESP meetings is complete.*
 - Task 3.6 - CAOAs Conferences and Public Meetings: KH presented at the 2018 CAOAs winter meeting and is scheduled to present during the 2018 summer meeting (in June).
 - Task 3.7 - Project Website: The February 2019 progress report was uploaded to the website and new ones will continue to be uploaded after CDOT approves them monthly. The website will also be updated with draft chapters as available.
- **CASP Task 4: Establish Study Design and Goals - COMPLETE**
 - Chapter 1, Study Design and Goals, was updated to reflect comments received from CDOT and the PAC. It was also updated with the new approved logo. This task is considered complete.
- **CASP Task 5: Inventory of System Condition**
 - Task 5.1 - Data Collection: KH completed all 65 on-site visits in January. KH is focusing on compiling data, reaching out to airports for any remaining items, and drafting an initial inventory chapter. Several airports have been unresponsive but note the following:
 - *CDOT directed KH to use 5010 data for any based aircraft and operations data not provided by Brush Municipal.*
 - *Wray Municipal Airport returned a completed form to KH.*
- **CASP Task 6: Review Existing NPIAS Airport Roles/Classifications**

- KH prepared a spreadsheet to conduct a roles/classifications analysis based on an assortment of factors including NPIAS/ASSET criteria, ARC, jet fuel, aerial wildland firefighting activity, county population, and 2013 total economic output.
- Based on conversations during a call on 3/26 and results using the indicators above, KH and CDOT agreed to use NPIAS/ASSET classifications and indicators for all CASP airports. If any non-NPIAS airport did not meet the criteria for “GA-Basic”, the airport would fall into the “GA-Rural” category. CDOT also discussed that the term “Basic” is not consistent with National, Regional, and Local, and suggested adding “Community” to make it “Community Basic”. This will be discussed with the PAC.
- **CASP Task 7: System Performance - not started**
- **CASP Task 8: Develop Aviation Forecasts**
 - Using data from FAA TAF, TFMSC, 5010, www.basedaircraft.com and the inventory effort, baseline 2018 data for based aircraft, operations, and enplanements were summarized for each airport for consideration by CDOT and FAA for use in the forecasts. These tables were distributed to CDOT and FAA and a call was held to discuss the indicators.
 - FAA indicated which source should be used for each of the three indicators. FAA representative Linda Bruce also noted that use of OPBA should be discussed with Kent Duffy at FAA Headquarters. KH did discuss this and Kent noted that for system planning, OPBA might still be useful and to review the draft guidance in the updated FAA Draft Order 5090.5, Formulation of the NPIAS-ACIP regarding OPBAs relative to different types of aircraft activity.
 - KH proposed creating alternative scenarios for the forecasts given the range of data such as what was provided by airports during the inventory effort and other FAA sources. These alternative scenarios would provide a potential range of activity for the airports in examining capacity-related issues.
- **CASP Task 9: Explore Aviation Issues and Identify System Needs**
 - KH continued analyzing stakeholder interview responses, airport manager inventory form responses, and information obtained from the ESP, STAC, and SWP meetings for integration into a draft chapter (see Task 2 discussion).
- **CASP Task 10: Review of Intermodal Integration and Access**
 - KH initiated the intermodal integration and access analysis for inclusion in a chapter (see Task 2 discussion).
- **CASP Task 11: Review of Environmental Considerations**
 - KH initiated the environmental/land use information reported by airport managers, reviewing airport master plans for environmental issues/concerns, and developing GIS maps for integration into a draft chapter (see Task 2 discussion).
- **CASP Task 15: Include Real-Life Stories - NON FEDERAL**
 - Real-life stories were obtained during various on-site visits and meetings and are starting to be documented for use in the study.
- **CEIS Task 1: Data Collection**
 - Air Carrier Passenger Surveys at multi-airline airports are complete. Those at single-airline airports will be underway through April.
 - FBO and transient GA pilot/passenger surveys are trickling in (deadline - end of April).
 - Business reliance survey status update:
 - *Jay Lindell distributed surveys from his email with directions we provided to him.*
 - *The same data was sent to Dave with the list of email addresses and Scott distributed this last week. In addition to this distribution, once we finish compilation of data on businesses identified by airports in the inventory effort (businesses that base aircraft and local/non-local businesses reliant on airports), we'll provide same info to Dave to distribute a second round of surveys/letters.*
 - KH has compiled all tenant contact information identified by airport managers.
 - The first round of tenant surveys was distributed.

- KH created airport-specific spreadsheets for use in obtaining email addresses from CEIS contacts not provided by airport managers. KH reached out to airports to effectively distribute a second round of tenant surveys.
- **CEIS Task 5: Define Economic Role of Airports in Air Cargo**
 - EDR compiled data provided by airports (through inventory) and what is available through Bureau of Transportation Statistics (BTS). There are some variances and these will be resolved through outreach to airports in April.
- **CEIS Task 8: Deliver an Economic Impact Model to Enable CDOT to Conduct Simple Updates and to Estimate Impacts of Future Scenarios**
 - KH and EDR prepared revised draft model output reports for CDOT and discussed that CDOT likes the PennDOT reports for their simplicity and ease of understanding. EDR revised the draft reports and resubmitted to CDOT for review.
- **CEIS Task 9: Economic Impacts of DEN**
 - DEN uploaded requested data. Team had call with DEN to discuss some of the information. KH and EDR reviewed data after call and sent follow-up email requesting a few clarifications and additional information. KH is working on dates for passenger surveys at DEN. KH indicated that passenger surveys will be done post-security with the help from DEN escorts with the goal of surveying about 1000 visitors.
- **CEIS Task 11: Project Management and Reporting**
 - EDR Group participated in bi-weekly calls with CDOT.

2. Work Anticipated in Next Period

- **CASP Task 2: Project Management and Consultant Team Coordination**
 - Continued bi-weekly calls and meeting summaries.
- **CASP Task 3: Public Consultation and Project Advisory Committee (PAC)**
 - Task 3.2 - Establish PAC: Prepare for and conduct PAC Meeting #2 and summarize results.
 - Task 3.7 - Project Website: Add April progress report when approved by CDOT.
- **CASP Task 5: Inventory of System Condition**
 - Task 5.1 - Data Collection: Complete draft inventory chapter documentation.
- **CASP Task 6: Review Existing NPIAS Airport Roles/Classifications**
 - Revise proposed classification system based on outcome of PAC meeting and follow-up with CDOT.
- **CASP Task 8: Develop Aviation Forecasts**
 - Initiate forecasts based on direction from FAA and CDOT.
- **CASP Task 9: Explore Aviation Issues and Identify System Needs**
 - Complete draft chapter that includes issues, intermodal integration and access (Task 10) and environmental considerations (Task 11). The System Needs analysis will be a separate chapter completed after the inventory is approved.
- **CASP Task 10: Review of Intermodal Integration and Access**
 - Complete draft documentation of intermodal integration and access.
- **CASP Task 11: Review of Environmental Considerations**
 - Complete draft documentation of potential environmental considerations on a statewide and airport level.
- **CASP Task 15: Include Real-Life Stories - NON FEDERAL**
 - Continue documenting real-life stories and summarize for use in the study.

- **CEIS Task 1: Data Collection**
 - Continue air carrier passenger surveys at single airline airports through April.
 - Using data obtained from airport site visits and extensive follow up to obtain detailed contact information, distribute second round of surveys to airport tenants, FBOs, and businesses that own/lease aircraft for surveys.
 - Follow up with airports that took the lead on distributing tenant surveys to ensure data collection is complete in April.
- **CEIS Task 5: Define Economic Role of Airports in Air Cargo**
 - Contact airports regarding differences between BTS data and airport-reported information regarding where airports reported/didn't report cargo data but BTS has/doesn't have cargo data.
- **CEIS Task 8: Deliver an Economic Impact Model to Enable CDOT to Conduct Simple Updates to Estimate Impacts of Future Scenarios**
 - Revise model output reports after received second round of comments from CDOT.
- **CEIS Task 9: Economic Impacts of DEN**
 - Follow up with DEN on clarification of data provided.
 - Schedule passenger surveys at DEN in coordination with DEN staff.
- **CEIS Task 11: Project Management and Reporting**
 - EDR Group continue to participate in bi-weekly calls with CDOT.

3. Issues Incurred

- The schedule of CASP and CEIS Task 1: Data Collection was extended to coincide with conducting air carrier passenger surveys into April. Additional time extensions are also needed on other CEIS tasks to reflect that we are running surveys for longer than originally anticipated to obtain more data. CASP Task 5: Inventory of Existing Condition needs to be extended to the end of April to finish compiling all data obtained from airports and a draft chapter.
- The schedule for CASP Task 6: Review Existing NPIAS Airport Roles/Classifications will be extended until April to allow for PAC input during PAC Meeting #2.
- PAC Meeting #3 was moved to July based on the schedule for PAC Meeting #2.