



STATE AVIATION SYSTEM PLAN UPDATE

ADOT

Kimley»Horn

PAC Mtg. #1
March 2, 2017



Introductions

- ADOT Aeronautics
- Kimley-Horn Team
- PAC



Agenda

- Purpose and role of the PAC
- SASP Update
 - Purpose
 - Key ADOT questions
 - Process and schedule review
- System vision and goals
- Airport roles / classifications and system definitions
- Next steps





Feedback?

Arizona Aviation is



Purpose and Role of PAC

- Represent the state's diverse constituencies
- Provide insight on local, regional, and statewide transportation system needs
- Offer guidance and regional-specific input into the future of aviation in Arizona
- Expectations
 - Review and comment on study documentation
 - Meet three times during the study



SASP Update

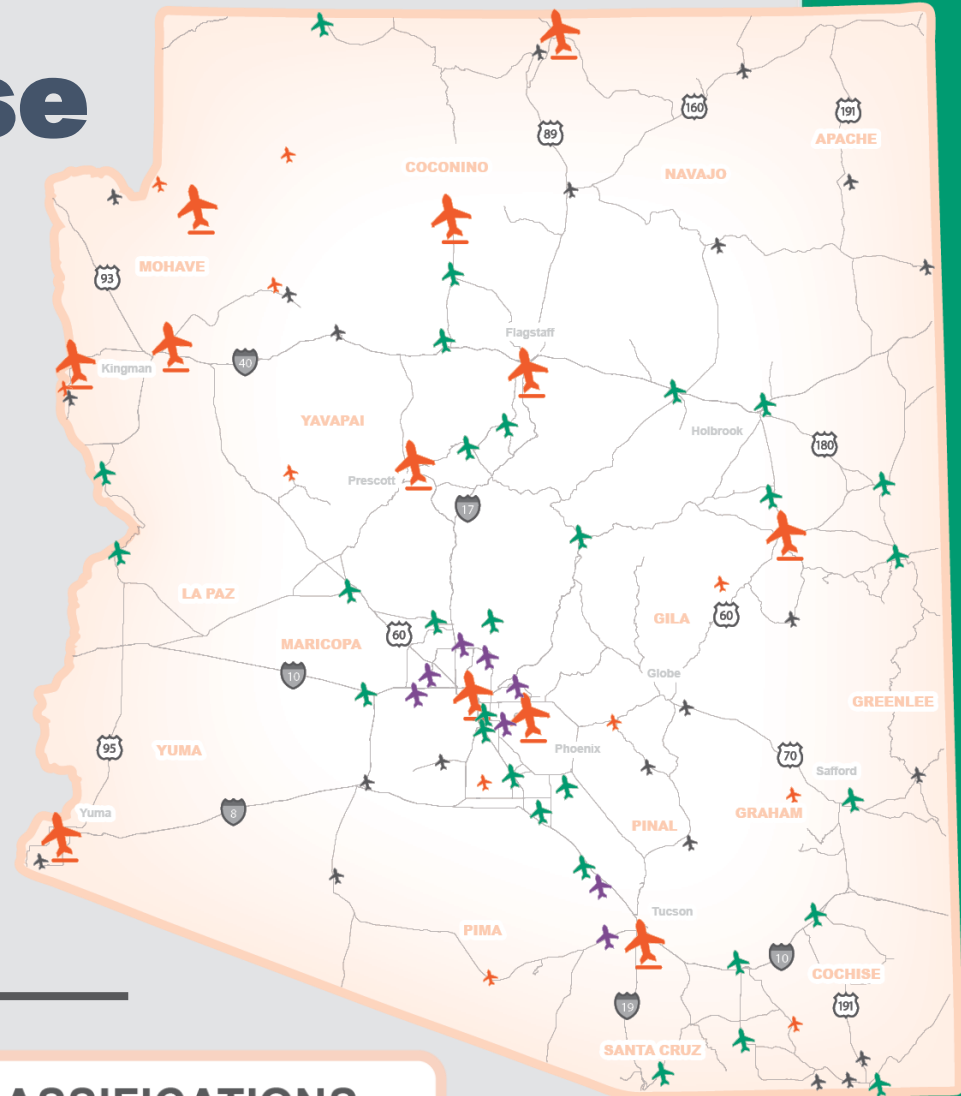
What is a SASP Update?

- Framework to evaluate the adequacy and performance of the statewide aviation system
- Proactive planning tool that identifies the strengths and deficiencies or needs of the aviation system
- Key objective
 - Provide guidance into how Arizona's airports can remain highly advanced, safe, and responsive to the public's needs to support ADOT's decision-making



SASP Purpose

To provide a framework for the integrated planning, operation, and development of Arizona's aviation assets



AIRPORT CLASSIFICATIONS



Commercial Service



Reliever



Community

✈ Rural

✈ Basic



ADOT Questions for SASP Update

- Is the system performing at its optimal levels?
- Do current policies reflect the state's needs?
- What are the system's financial needs, and how can the state ensure that financial resources are applied to the most beneficial uses?
- What should the criteria for “system airports” be, and how should the system be defined considering the benefits?

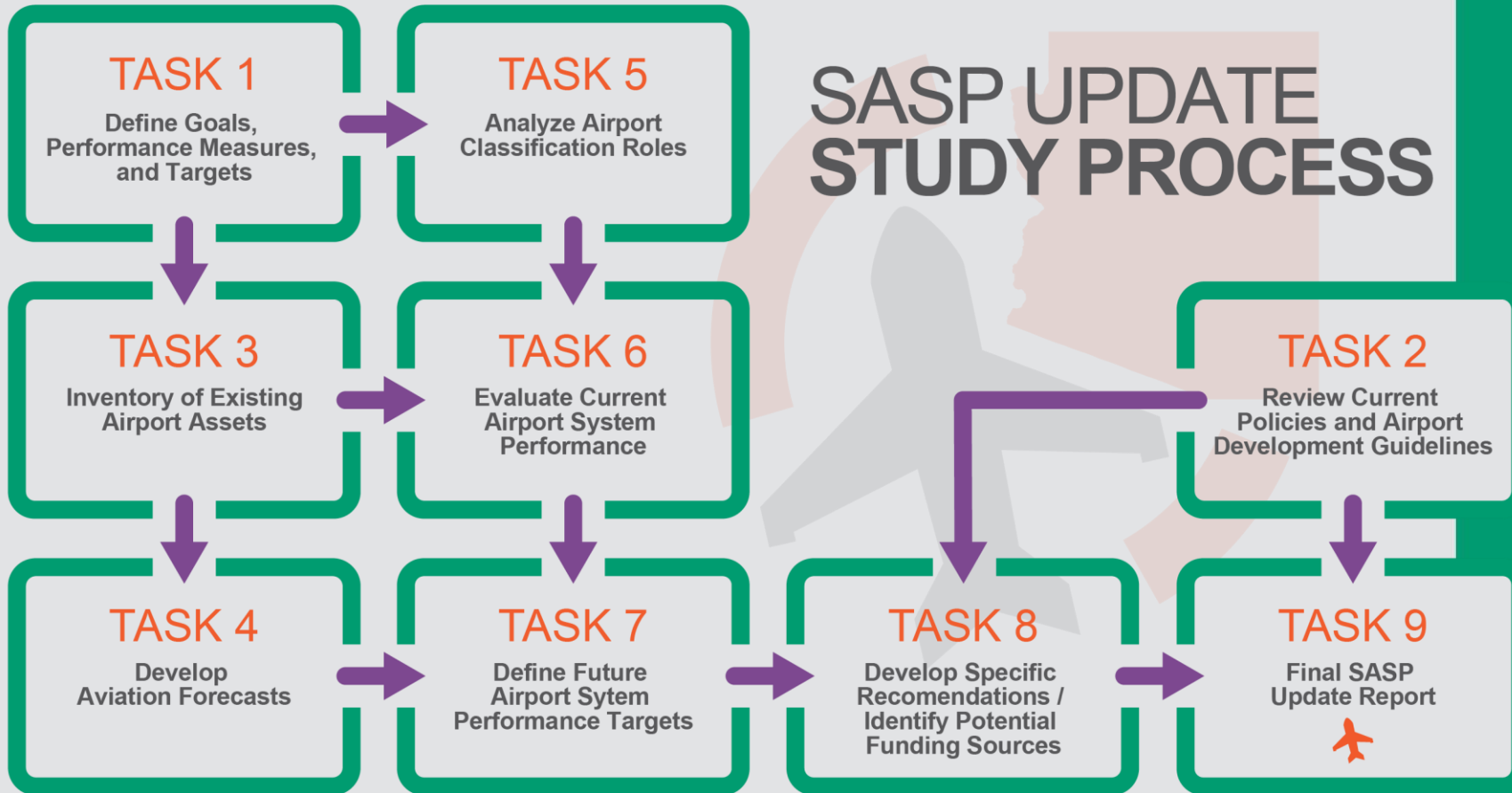


Key Drivers

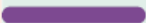


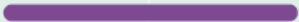







- Last SASP completed in 2008
- Significant changes in federal, state, regional, and local conditions and available funding
- New FAA standards and guidelines, including updated Advisory Circular on system planning
- Advancing technological trends
- Updated statewide long-range transportation plan - *What Moves You Arizona 2040*



SASP UPDATE STUDY PROCESS



SASP UPDATE SCHEDULE

TASKS	QUARTER 1	QUARTER 2	QUARTER 3	QUARTER 4
1 Define Goals, Performance Measures, and Targets				
2 Review Current Policies and Airport Development Guidelines				
3 Inventory of Existing Airport Assets				
4 Develop Aviation Forecasts				
5 Analyze Airport Classification Roles		 <i>PAC Meeting</i>		
6 Evaluate Current Airport System Performance				
7 Define Future Airport System Performance Targets			 <i>PAC Meeting</i>	
8 Develop Specific Recommendations / Identify Potential Funding Sources				
9 Final SASP Update Report				



System Vision and Goals



Feedback?



SYSTEM & VISION GOALS

Vision

System
Plan Goals

Performance
Measures

Targets

**POLICY
RECOMMENDATIONS**

Provide an airport system that accommodates demands, supports economic and transportation needs, and maximizes funding resources

2008 SASP Goals

- **Development.** Provide an airport system that is *adequately maintained* to meet current and projected demand and is *easily accessible* from both the ground and the air.
- **Economic support.** Advance a system of airports that is supportive of Arizona's economy, ensuring that the airport system is matched to Arizona's socioeconomic and demographic characteristics.
- **Safety and standards.** Provide for a safe airport system, as measured by compliance with applicable *safety and security standards*, as well as supports health, welfare, and safety-related services and activities.
- **Environmental sensitivity and stewardship.** Promote a system of airports that is considerate of the environment and supports aviation programs and outreach opportunities in Arizona.



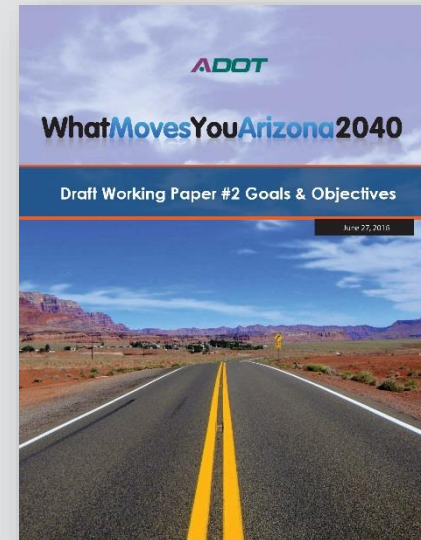
2008 SASP Performance Measures

Goal	Performance Measures
Development	27 measures
Economic support	10 measures
Safety and standards	14 measures
Environmental sensitivity and stewardship	7 measures
Total	61 measures



What Moves You Arizona?

- **Goal 1 - Improve mobility, reliability, and accessibility.** Implement critical/cost-effective investments to improve access to multimodal transportation and optimize mobility and reliability for passengers and freight.
- **Goal 2 - Preserve and maintain the system.** Maintain, preserve, and extend the service life of existing and future state transportation system infrastructure.
- **Goal 3 - Enhance safety.** Continue to improve and advocate for transportation system safety for all modes.



What Moves You Arizona?

- **Goal 4 - Strengthen partnerships.** Develop and nurture partnerships that support coordination, integration, and preservation of ADOT's investment.
- **Goal 5 - Improve program delivery and foster environmental stewardship.** Continually enhance the ability of ADOT to efficiently, effectively, and transparently deliver programs and projects, and do so in a way that preserves and protects the natural environment.
- **Goal 6 - Make cost effective investment decisions and support economic vitality.** Better link planning and programming through performance-based decision-making that integrates the project evaluation criteria and weighting established by the Plan. Ensure responsible management of public resources, and implement funding strategies to ensure long-term balanced investment in the State Transportation System.



WHAT MOVES YOU ARIZONA 2040?

RELATIONSHIP LEVEL:

◐ MEDIUM ● HIGH

2008 SASP

	Mobility, reliability, and accessibility	Preserve and maintain the system	Safety and security
Development	●	●	◐
Economic support	●	◐	◐
Safety and standards	◐	●	●
Environmental sensitivity and stewardship	↑↑↑		

SYSTEM GOALS



Suggested 2017 SASP Goals



Feedback?



MOBILITY, RELIABILITY,
AND ACCESSIBILITY



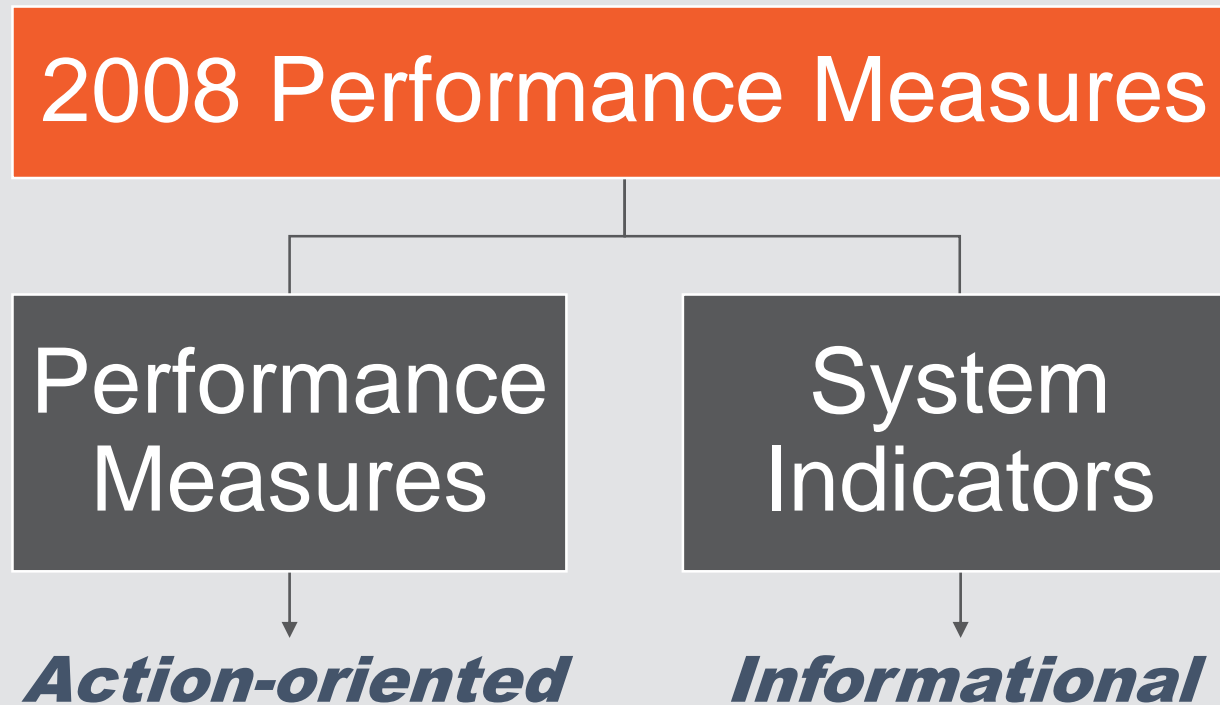
PRESERVE AND
MAINTAIN THE SYSTEM



SAFETY
AND SECURITY



2017 Performance Measures versus Indicators



Performance Measures Exercise

Using the stickers provided, tell us the most important measures determining the health and adequacy of Arizona's airport system.



(yoga optional)



Feedback?



Airport Roles/ Classifications and System Definition

Why do we have roles/ classifications?

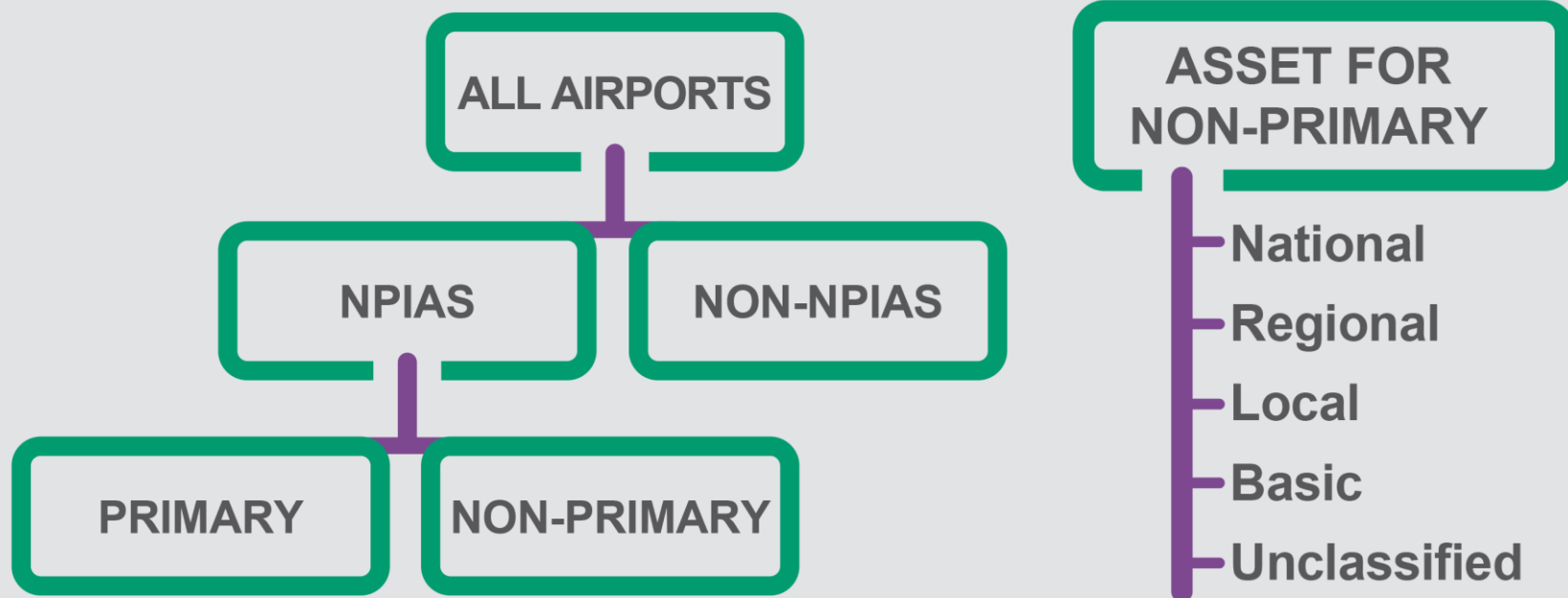
- Functions and activities at airports
- Coordinated planning of facilities
- Facility needs based on activities supported
- Potential funding-related uses:
 - Different programs by classification
 - Project priorities and eligibility
 - Element in priority rating system
 - Measuring system performance compared to investment



To understand how airports contribute to community and state



FAA NPIAS ASSET Classifications



This works on national but not state level – no tie to ADOT goals and no provision for non-NPIAS



Current System

NPIAS by Category	Number
Primary	9
Non-primary – National	2
Non-primary – Regional	10
Non-primary – Local	15
Non-primary – Basic	19
Non-primary – Unclassified	4
Total	59
Non-NPIAS*	21
Total	80

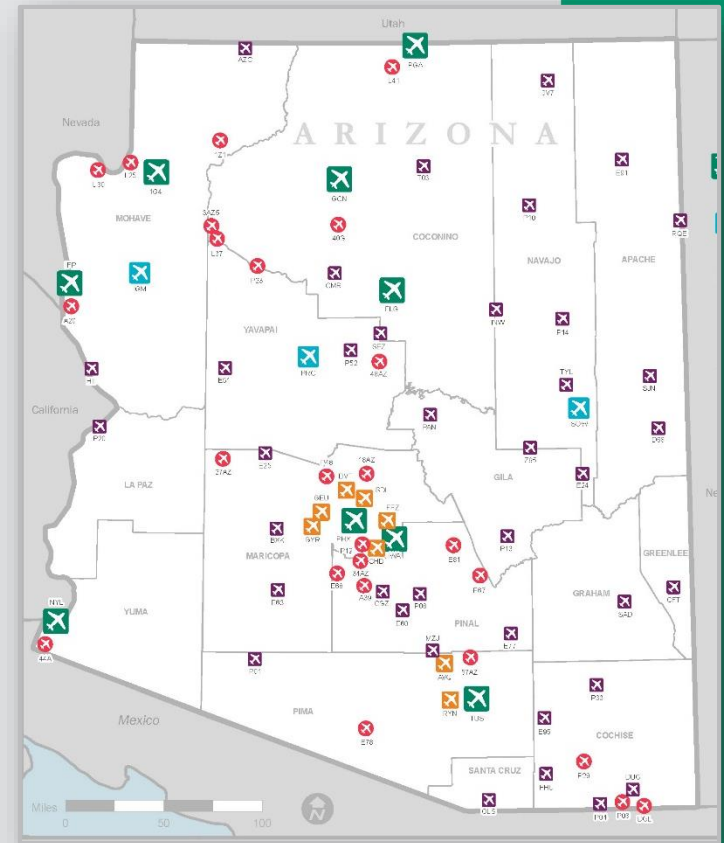
**Excludes private/private*

According to the 2017 – 2021 NPIAS, Arizona's 59 NPIAS airports will have \$402 million of airport development needs within the next five years.



2008 ADOT Roles

- **Commercial Service.** Enplane 2,500 or more passengers annually and receive scheduled passenger air service.
- **Reliever.** FAA-designated airports that relieve general aviation (GA) congestion at a commercial service airport.
- **GA - Community.** Serve regional economies, connect to state and national economies, and serve all types of general aviation aircraft.
- **GA - Rural.** Supplemental role in local economies, primarily serving small business, recreational, and personal flying.
- **GA - Basic.** Limited role in local economies, primarily serving recreational and personal flying.



Source: 2008 SASP



Questions: Airport Roles and Classifications

- What are the benefits of airports being included in the system?
- What criteria should be used to determine an airport's inclusion/exclusion?
- Should ADOT funding be tied to airport roles and/or classifications?
 - If so, how?



Feedback?



Accomplishments and Next Steps

Today's Accomplishments

- Established expectations for consultant team, PAC, and ADOT for a successful study process
- Obtained feedback on:
 - Confirmation of vision and goals
 - Performance measures and indicators
 - Inclusion in airport system
- Provided criteria on the classifications used to characterize an airport's role within its larger context



Next Steps

- Confirm data needs based on outcomes of today's meeting
- Initiate inventory process, including on-site visits
- Initiate forecasts of aviation demand
- Review existing criteria for ADOT airport roles/classifications and FAA ASSET classifications



The background is a solid orange color. A faint, stylized silhouette of a person's head and shoulders is visible, facing right, with a hand near the chin in a thinking pose. A thin, dark grey horizontal line spans across the upper portion of the image.

Thoughts?

Thank You!

- **Matt Smith, ADOT Project Manager**
P: (602) 712-7597
E: MSmith3@azdot.gov
- **Pam Keidel-Adams, Kimley-Horn Project Manager**
P: (480) 207-2670
E: pam.keidel-adams@kimley-horn.com

www.azdot.gov/SASPUdate

Contact





SASP Update – Planning Advisory Committee (PAC) - Meeting 1

Date, Time		March 2, 2017; 3:00 – 5:00 PM	
Location		Arizona Department of Transportation (ADOT) Board Room 205 South 17th Avenue, Phoenix, AZ 85007	
PAC Attendees		PAC Attendees: <ul style="list-style-type: none"><input checked="" type="checkbox"/> Lisa Marra, Cochise County<input checked="" type="checkbox"/> Kenneth Potts, Glendale Airport<input checked="" type="checkbox"/> Zenia M. Cornejo, Eloy Airport<input checked="" type="checkbox"/> Scott Robidoux, Tucson Airport Authority (AA)<input checked="" type="checkbox"/> Micah Horovitz, Arizona State Land Department<input checked="" type="checkbox"/> Keith Watkins, AZ Commerce Authority<input checked="" type="checkbox"/> Bill Gillies, Luke Air Force Base<input checked="" type="checkbox"/> Jordan Feld, City of Phoenix<input checked="" type="checkbox"/> Charla Glendening, ADOT Multimodal Planning Division<input checked="" type="checkbox"/> Junior Henkel, Yuma Airport Authority<input checked="" type="checkbox"/> Amanda Shankland, Sedona Airport Authority<input checked="" type="checkbox"/> Arlando Teller, Sovereign Navajo Nation, Division of Transportation<input checked="" type="checkbox"/> Ladell Bistline, Colorado City Airport<input checked="" type="checkbox"/> James Timm, Arizona Pilots Association (APA)	Consultant Staff: <ul style="list-style-type: none"><input checked="" type="checkbox"/> Pam Keidel-Adams (PKA), Kimley-Horn (KHA)<input checked="" type="checkbox"/> Colin Wheeler, KHA<input checked="" type="checkbox"/> Thomas Gibson, KHA<input checked="" type="checkbox"/> Catherine Woodwell, KHA<input checked="" type="checkbox"/> Mary Ortega-Itsell, Genesis Consulting Group (GCG)<input checked="" type="checkbox"/> Richard Crosman, GCG ADOT Aeronautics <ul style="list-style-type: none"><input checked="" type="checkbox"/> Michael Klein, ADOT Aeronautics<input checked="" type="checkbox"/> Don Kriz, ADOT Aeronautics<input checked="" type="checkbox"/> Matt Smith, ADOT Aeronautics
1	Introductions	<ul style="list-style-type: none">a. Introductions of consultant team, ADOT management staff, and PACb. Explanation of agenda and PowerPoint presentationc. Explanation of PAC role and expectationsd. Wordle exercise. A Wordle is a visual depiction of the words contained in a piece of text. Results of the exercise include the following responses to “Aviation is”:<ul style="list-style-type: none">• Dynamic• Unique• Expanding	

		<ul style="list-style-type: none"> • Diverse • Growing • Complex • Amazing • Business oriented • Safety • Competitive advantage • Economic engine • Ranges from small to international • Opportunity • Regionally oriented • Congested • Build, test, fly • Safety of airports • Legacy • Empowering • Fantastic • Connecting • Excellence
2	Purpose and Role of PAC	<ol style="list-style-type: none"> ADOT and team request input from the PAC regional perspective Currently, there are three PAC meetings scheduled for project. There may be other meetings in the future The project website is developed and will be used to provide project information Six public meetings will be held across the state
3	SASP Update	<ol style="list-style-type: none"> What is a SASP Update? <ul style="list-style-type: none"> • Evaluation, planning, operation, and maintenance tool • Key objective of update is to provide ADOT with support for system and performance evaluations • Question: Will this plan address funding sweep?

		<ul style="list-style-type: none"> – Ans: PKA – System performance evaluation identifies needed assessment and funding mechanisms. PAC will be asked for input on this evaluation • Comment – Legislators have been lobbied to avoid sweeps and inform them about the importance of aviation infrastructure – Ans: PKA – Plan will identify issue and shortfalls • Question: Will this plan address impacts of sweeps? <ul style="list-style-type: none"> – Ans: PKA – SASP is an ADOT/FAA funded study. It will look at needs, short falls, and system-wide performance – Ans: MK – Reiterated sweep is a political issue. SASP will identify impacts and issues, however, cannot recommend political or legislative actions b. ADOT objectives and key drivers for SASP <ul style="list-style-type: none"> • Changed conditions • New federal and state standards • Changes to technology c. Study process and schedule shows nine tasks and a one-year study duration
4	System Vision and Goals	<ul style="list-style-type: none"> a. PKA requested input and feedback on 2008 SASP vision statement, which sets the big-picture framework for the plan goals, performance measures, targets, and policy recommendations <ul style="list-style-type: none"> • Comment: Where does access and safety fit in the vision statement • Comment: Vision should be forwarding-looking instead of filling gaps b. Charla Glendening (CG, ADOT MPD) provided a summary of the six goals of the current Long Range Transportation Study (LRTP) – What Moves You Arizona (WMYA). The ADOT LRTP – WMYA, which is updated every five years, is a policy study that sets the framework for resource allocation <ul style="list-style-type: none"> • Question: What is the relationship between LRTP – WMYA and the SASP? <ul style="list-style-type: none"> – Ans: MK – There is no direct relationship. LRTP – WMYA relies on SASP and recommendations more than vice-versa – Comment: ADOT LRTP – WMYA is focused on preservation – Ans: MK – ADOT change of policy is evidenced by the Airport Pavement Management (APMS) Program

		<ul style="list-style-type: none"> • Question: When will LRTP – WMYA be complete? <ul style="list-style-type: none"> – Ans: CG – It is close to complete now. The recommendation process is currently underway and then will go out for 45-day review. Estimated timeframe for completion in late summer 2017 • LRTP – WMYA has not control of funding for aviation and no relationship with the FAA • Question: What is the FAA Advisory Circular (AC) for system planning? <ul style="list-style-type: none"> – Ans: 150/5070-7 - <i>Airport System Planning Process</i> <p>c. CW presented on a method to show greater continuity between the SASP goal categories and LRTP – WMYA goals</p> <ul style="list-style-type: none"> • The blended relationship level between the 2008 SASP and LRTP – WMYA were discussed based on the graphic relationship matrix • Reduction of goal categories from four to three based on the systems goals of the LRTP – WMYA • Comments from PAC and ADOT staff include: <ul style="list-style-type: none"> – Goals using multimodal language are not specific – Cut out redundant words, add new word categories – Mobility does not fit with airport and economics. Economic drivers should be its own goal. Most airports are drivers – There here is no economic category. Economic commerce should be its own goal – PKA – Previous SASP had economic as separate category – Should economic issues be separate goal from the overall LRTP – WMYA goal set? – There was not unanimous agreement for a separate economics category, including the statement “Not all airports have economic development as a priority” – Commented that the goals were too broad – Vision and goals must support adaptability/growth oriented — “Preserve/maintain” means limitation to growth – Not all airports in Cochise County can be preserved – Cannot maintain/preserve everything. Flexibility is very important – Maintain a sustainable system – adaptability
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		<ul style="list-style-type: none"> – Consideration should be given to emergency services, planning, and disaster relief – Quality of life issues should be incorporated into goal categories – Suggest aviation-specific goals rather than identical LRTP – WMYA goals – Vision should be forwarding looking instead of filling gaps • Outcome: Team will go back, using a web survey to gain additional insight for core ideas and insights for new goal categories <p>d. Suggestions for incorporation into the 2017 SASP vision/goals include:</p> <ul style="list-style-type: none"> • Safety and access to the national system are very important • Vision for state airport system should safely accommodate demand while not just focusing on maintaining/preserving existing facilities. Should take a futuristic outlook for development • State airport system should support economic growth, not merely preservation of system • Goals should reflect the need to identify system and funding surpluses and thresholds to direct funding and development prioritization <p>e. Performance measures exercise</p> <ul style="list-style-type: none"> • PAC members provided their most important indicators of the health and adequacy of the AZ airport system via an interactive exercise • Outcomes per proposed goal category include: <ul style="list-style-type: none"> – Mobility, Reliability, and Accessibility <ul style="list-style-type: none"> ○ Percent of population within 30 minutes of an all-weather runway (paved, instrument approach, automated weather observing station [AWOS]) – 9 ○ Percent of airports with 24/7 fuel – 8 ○ Percent of airports with jet fuel – 7 – Preserve and Maintain the System <ul style="list-style-type: none"> ○ Percent of airports with surrounding municipalities that have adopted controls/zoning to make land use in the airport environs compatible with airport operations and development – 11 ○ Number of airports with a current (past five years) master plan - 7
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		<ul style="list-style-type: none"> ○ Percent of airports with a pavement condition index (PCI) of 70 or greater – 6 ○ Percent of airports with surrounding municipalities that have adopted "disclosure areas" – 6 – Safety and Security <ul style="list-style-type: none"> ○ Percent of airports that are compliant with Federal Aviation Regulations (FAR) Part 77 (height zoning) – 8 ○ Percent of airports controlling all runway end runway protection zones (RPZ) – 6 ○ Percent of airports that have a written emergency response plan - 6 ○ Percent of airports that have runway safety areas (RSA) on their primary runway that meet the standards for their current ARC - 5
5	Airport Roles	<p>a. Airport Roles/Classifications</p> <ul style="list-style-type: none"> • Does the existing state level classification system still work with SASP Update? <ul style="list-style-type: none"> – FAA National Plan of Integrated Airport System (NPIAS) ASSET classification works on a national level but not state level – ADOT classification system tailored to Arizona system <p>b. Feedback requested by PAC members includes:</p> <ul style="list-style-type: none"> • What are implications or benefits of state classification for airport? • How should classifications be determined? • How should funding be tied into state classification system? • Question: How often are airport classifications revised? Can an airport be realigned, move up or down within the asset class? <ul style="list-style-type: none"> – Ans: PKA – Not often: In federal NPIAS system, airports are seldom reclassified into the system. If airport classification is reduced, it could affect funding. • Question: How do airports such as Stellar show up in the AZ airport classification system? <ul style="list-style-type: none"> – Ans: PKA – They are private but open to the public. There are 83 airports in the AZ system, 67 of which are eligible for state funding. To date, 55 have received ADOT grants. Of note, Tribal airports are now included in the state system

		<ul style="list-style-type: none"> – Ans: MK – Many AZ airport have fewer reasons to be in the state system. There must be a relationship between qualification to be in the system and functional class (classification) • Question: Is funding by classification based on hard data? Functional class needs to be derived from specific date. There needs to be a specific framework to defend why an airport is within the system <ul style="list-style-type: none"> – Ans: PKA – Distribution of state Aeronautics Funds by classification allows for transparency • Question: What are the benefits in being state system? <ul style="list-style-type: none"> – Ans: Access, emergency services, economic development, local governance – Ans: MK – From public-use perspective, any airports, public or private benefits the system and should have access to funding
6	Accomplishments	<ul style="list-style-type: none"> a. Introduction to SASP b. Roles and responsibilities of members c. Obtain feedback on proposed goals d. Classification of state airports analysis e. Priority exercise
7	Next Steps	<ul style="list-style-type: none"> a. Based on feedback provided during PAC meeting, seek future evolution of goals categories using an online survey
8	Thoughts and Additional Feedback	<ul style="list-style-type: none"> a. Question: Will SASP will presented at 2017 Spring AZAA Conference? <ul style="list-style-type: none"> • Ans: PKA – Yes, a SASP update will part of the conference, as well as an exhibit booth
9	Adjournment	<ul style="list-style-type: none"> a. Contact information for Matt Smith and PKA provided



Action Items

Date	Action Item	Owner	Status/Notes
03/02/17	Set-up meeting with Luke Air Force Base and Mike Klein – Re: military	KHA	Ongoing
	Talk to Matt Smith, ADOT, concerning outreach to AZ Association of Realtors	ADOT	Ongoing
	Publish on-line survey to get feedback on 2017 SASP Goals	KHA	Complete. SurveyMonkey link provided in notes.
	Address SASP Goals language and communicate with Charla Glendening, ADOT, Planning and Programming Assistant Manager	KHA	Complete. Correct LRTP goals provided in presentation.