

PUBLIC NOTICE

PUBLIC NOTICE is hereby given that a special meeting of the Common Council of the City of Platteville shall be held on Tuesday, September 12, 2017 at 5:30 PM at the Platteville Airport located at 5157 Highway 80 South, Platteville, WI.

COMMON COUNCIL AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. WORK SESSION – Airport Briefing and Tour

IV. ADJOURNMENT

If your attendance requires special accommodation, write City Clerk, P.O. Box 780, Platteville, WI 53818 or call (608) 348-9741 Option 9.

Platteville Municipal Airport an Economic Multiplier

The Platteville Municipal Airport is an important asset to the community and must be included in City marketing plans. As Platteville grows so must the airport to remain competitive.

The Platteville Municipal Airport, located 4 miles south of Platteville on Highway 80/81, hosts 32 planes used for general, experimental as well as corporate aviation. There are currently 2 corporate jets and 2 corporate turboprop aircraft operated by area business. The airport has two runways; the primary with a length of 4000' and is 75' wide. The secondary runway has a length of 3600' and a width of 75'. All runways are served by GPS instrument approaches. The airport encompasses over 400 acres with over 380 in rented crop land. Though non-contiguous to the city, the airport has been incorporated into the City of Platteville.

The facility is owned by the City of Platteville which uses a Commission of 6 volunteer citizens and one member of the Common Council to administer the airport. The Commission has complete and exclusive control and management over the airport and all its property with the power to make rules and regulations to govern the airport.

The airport derives its operating revenue primarily from rent received for cropland and the sale of aviation fuel. The airport receives additional revenue from the rental of hangars. A recent project expanded the area available for new hangar development. The City assists with the local share of State and Federal projects but does not contribute to general operations.

A&A Aviation provides; operations and management, flight instruction and aircraft maintenance for the airport. The airport has no City employees. The Airport Operating Budget for 2017 is \$366,995.

The Commissions priorities are to maintain the aviation infrastructure, runways, taxiways and other support structures first, then provide for expansions that improve the airport in a manner that will promote economic development in Platteville and the region. The Commission funded a Terminal Remodeling Project in 2016.

In today's global economy communication is key. Platteville sits in a strategic location with a highway system that links the ports of the Great Lakes to the North and the Mississippi River ports to the south. The major business centers of Minneapolis, Milwaukee Chicago, Kansas City and St Louis just a few short air miles away. Active marketing and branding of the airport can enhance economic development in the region.

Scheduled Projects

Runway 7-25 and Ramp Resurface planning in process and construction scheduled for April 2018

Fuel Farm Move and Replace Pending funding for FY 2017

Add Additional Parking, 2018

Extension of Runway Feasibility Study

Other Identified Needs

Hangar door repair / replace

Rental Hangar Construction



Airports and economic development

The local general aviation airport is fast becoming the principal access route from a community to the nation and world.

As an important part of our statewide transportation network, local airports such as Platteville Municipal Airport play a critical role in fostering business growth and economic development.



Platteville Municipal Airport

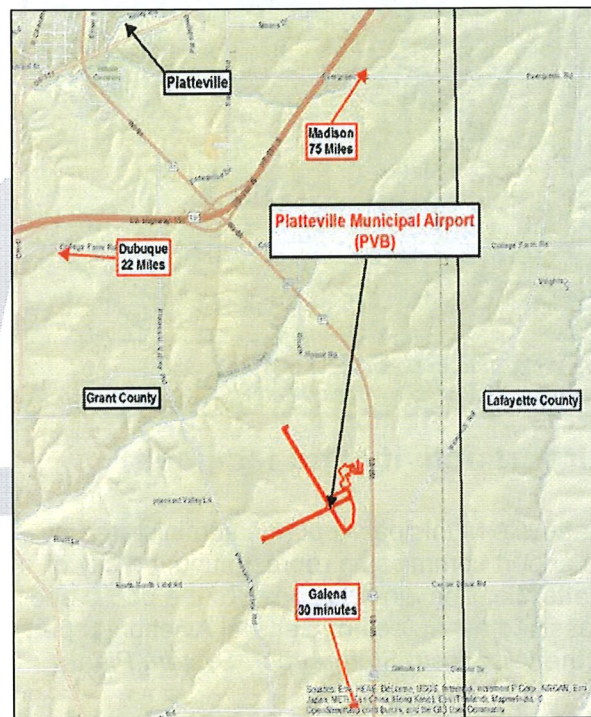
Convenient access to air transportation allows businesses to quickly move goods and key personnel from one site to another, saving valuable time and increasing productivity.

The local airport also provides facilities for emergency medical flights, law enforcement, agricultural spraying, pilot training, and many other important community services.

Communities that are readily accessible by air transportation are at a competitive advantage and may realize economic and quality of life benefits that can affect every citizen.

Airport location

The city of Platteville is located in Grant County (southwest Wisconsin). It is 4 miles south of Platteville and easily accessible from the Highway 80/81. Platteville Municipal Airport is approximately 75 miles southwest of Madison, 22 miles from Dubuque, and just 30 minutes from Galena, IL.



Regional profile

Grant County's total population is 51,723, with a labor force of 11,655 and has a diversified economic base and workforce.

The largest industries in the county are educational services; food and drinking places; and executive, legislative and general government.

Economic Impact

2015

Platteville Municipal Airport (PVB)

Platteville, WI

Regional profile

City of Platteville population – 11,655

Grant County population – 51,723

Grant County employment – 17,324

Per capita personal income – \$35,540

Major county public & private employers

- University of Wisconsin - Platteville
- County of Grant
- Southwest Wisconsin Vocational Technical College
- Wal-mart
- Scot Industries
- Southwest Health Center Inc
- Nu-Pak Inc
- Department of Corrections
- Milprint Inc
- Hypro Inc.

Sources: Wisconsin Department of Workforce Development; Grant County Workforce Profile 2013

Airport activity and facilities

Platteville Municipal Airport is administered by an airport commission representing the city of Platteville. The airport is open to the public and classified as a Medium General Aviation airport in the *Wisconsin State Airport System Plan*.

In 2015, the airport recorded 12,860 aircraft operations (take-offs and landings) and served 33 based aircraft, including 28 single-engine, two multi-engine aircraft, and three jet/turboprop aircraft. Frequent business users of the airport include Kaiser Aviation, TriCore Insurance, Jet Services of Iowa, Clayton County Recycling, Momchilovich Drywall, A&A Aviation, and Hi-Pro. The airport also accommodates seasonal crop dusting operations.

One fixed base operators (FBO) is located at the airport. A&A Aviation conducts aircraft maintenance and flight training, as well as airport management.

Platteville Municipal Airport has many services for the public and aviators that include fueling, and flight lessons, aircraft rental, aircraft maintenance and hangars for rent.



Hangar area

The airport has two paved runways. Runway 15/33 is 3,999 feet long and 75 feet wide with Medium Intensity Runway Lights, Runway End Identifier Lights, and a Precision Approach Path Indicators. The cross-wind runway (07/25) is 3,599 feet long and 75 feet wide.



Pilot lounge

The terminal building has a pilot lounge and flight planning area. The airport currently has 28 hangars and 14 tie downs.

The economic impact of Platteville Municipal Airport

A study of the contribution of Platteville Municipal Airport to the local and state economy was done by the Wisconsin Department of Transportation, Bureau of Aeronautics.

The economic impact of Platteville Municipal Airport is the *economic output (sales), employment and personal income* that can be attributed directly and indirectly to the airport. Economic impacts measure the importance of an airport as a business in terms of the employment that it supports and the goods and services that it consumes.

ABC Airport Benefit-Cost System

The results of the study estimate that Platteville Municipal Airport provided \$2.1 million in economic output, supported 31 jobs and contributed over \$1.3 million in personal income to the local economy (Grant County) in 2015.

The methodology used to estimate the contribution of the airport to the local and state economy is the Wisconsin Department of Transportation (WisDOT) Airport Benefit-Cost (ABC) System.

The WisDOT ABC System is a Microsoft Access database application for evaluating the economic impact of airports and airport improvement projects.

The WisDOT ABC System was developed based on guidelines established by the FAA in the document "*Estimating the Regional Economic Significance of Airports*," U.S. DOT, September 1992.

The WisDOT ABC System uses data from the following three primary sources:

- Airport activity and business survey data for calendar year 2015 was obtained from airport management.
- 2013 data from the Wisconsin Department of Workforce Development.
- Regional economic multipliers obtained from the industry transaction tables in the Impact Analysis for Planning Model (IMPLAN) computer model.

IMPLAN is a computer model, produced for WisDOT by the Minnesota IMPLAN Group, Inc., that estimates purchases and sales between various sectors of the Wisconsin economy. The model can produce statewide results or focus on specific counties and groups of counties. Multipliers for two sectors were used in the analysis.

The regional economic multipliers used in this study for the Air Transportation sector are 1.53 (sales), 1.97 (employment) and 1.49 (wages).

Multipliers used for the Retail/Hotel/Restaurant sector are 1.50 (sales), 1.25 (employment) and 1.49 (wages).



Economic Impact

2015

Platteville Municipal Airport (PVB)

Platteville, WI

The economic role of Platteville Municipal Airport is comprised of three types of impacts: *Direct Impacts of the Airport, Direct Impacts of Airport Users and the Multiplier Impacts.*

Each of these impacts is expressed in terms of their effect on economic output, employment and wage income.

Direct impacts of the airport

The direct impact of an airport on the local economy measures the jobs, payroll and sales directly related to airport operations and businesses at the airport. This includes the management and operation of the airport, as well as businesses providing aircraft maintenance, fueling, storage rental, charter sales and leasing activities.

In 2015, the direct impact of the airport on the local economy totaled 31 workers, personal income of \$1.3 million and \$2.1 million in economic output.

Direct impacts of airport users

Visitor spending, or the direct impact of airport users, is the amount of money flowing into the local economy from air passengers who reside outside the county. These visitors spend money on lodging, meals, ground transportation and retail purchases within the county.

The \$396,600 of visitor spending (sales) generated by the airport in 2015 supported 12 jobs in Grant County with a payroll of \$217,788.

Multiplier impacts

The multiplier impact considers the effect of two additional airport impacts on the regional economy. The first impact is the economic activity of local suppliers to the airport and Grant County businesses that host air travelers

(hotels, restaurants and entertainment establishments).

The multiplier impact also includes the re-spending of the payroll of businesses serving visitors to the area. Employees of these businesses spend a significant portion of their income throughout the local economy. The IMPLAN multipliers were used to identify the extent of these impacts.

In 2015 the multiplier impact of the airport supported 11 additional jobs, provided \$426,635 in wages, and generated \$710,540 in economic output.

Employment (FTE jobs)

Direct impact - airport	8
Direct impact - airport users	12
Multiplier impact	11
Total employment impact	31 Jobs

Wage income/payroll

Direct impact - airport	\$ 652,456
Direct impact - airport users	\$217,788
Multiplier impact	\$426,635
Total payroll impact	\$1.3 million

Economic output/sales

Direct impact - airport	949,712
Direct impact - airport users	\$396,600
Multiplier impact	\$710,540
Total economic output	\$2.1 million

Other benefits

The study also measured the public revenue generated at both the local and state level from airport related fees. In 2015, Platteville Municipal Airport generated \$41,250 in public revenue from aircraft storage. The airport also generated \$209,000 in revenue from local fees, and \$12,393 in state aviation fuel taxes and aircraft registration fees for a total of \$262,643 in direct airport and state revenue.

Economic Impact

2015

Platteville Municipal Airport (PVB)
Platteville, WI

Airport revenue – direct impact

Platteville Municipal Airport	State	Total
\$ 250,250	\$12,393	\$262,643

Local economic impact

The results of the study estimate that Platteville Municipal Airport provided \$2.1 million in economic output, supported 31 jobs, and contributed over \$1.3 million in wage income to the local economy in 2015.

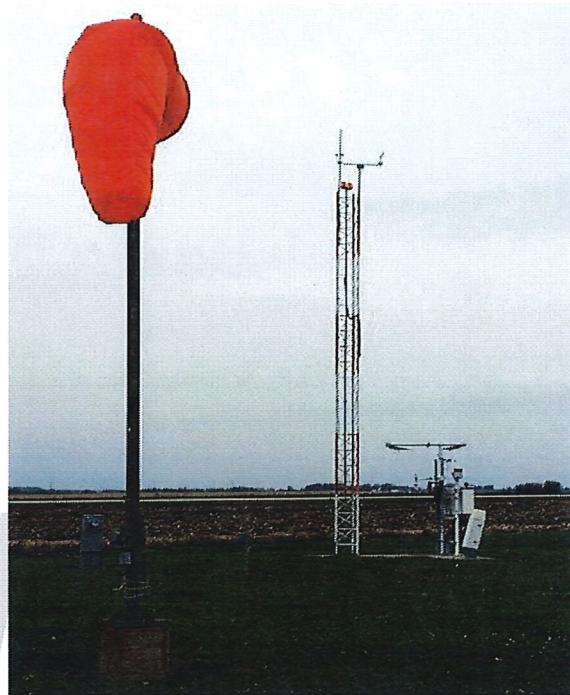
Contribution of Platteville Municipal Airport to the local economy

FTE jobs	Wage income	Economic output/sales
31	\$1.3 million	\$2.1 million

Local and state economic impact

The activity at Platteville Municipal Airport in 2015 also generated an additional \$237,273 in sales, supported 2 jobs and provided \$387,180 in wage income to the state economy.

When combined with the local impact, the total contribution of Platteville Municipal Airport to the local and state economy in 2015 is \$2.3 million in sales, 33 jobs and \$1.7 million in wage income.



Platteville AWOS

Contribution of Platteville Municipal Airport to the local and state economy

FTE jobs	Wage income	Economic output/sales
33	\$1.7 million	\$2.3 million

Note: The results of this report are produced from a basic model and do not completely address all the economic nuances facing every airport.

AIRPORT PROJECT FUNDING OVERVIEW

for GA Airports

Funding Sources & Cost Sharing:

- Federal—Airport Improvement Program (AIP)
 - Types
 - Non-Primary Entitlements (NPE). \$150,000 per year assigned to a specific airport.
 - Apportionment. \$4.3 million per year granted to the State and assigned to specific airport projects based on WisDOT Bureau of Aeronautics' (BOA's) priority rating system.
 - Discretionary. Projects compete nationwide. Funding assignments are made by FAA.
 - Shares (for all types)
 - 2011 & older funds: 2.5% Airport Owner, 2.5% State, 95% AIP
 - 2012 and later: 5% Airport Owner, 5% State, 90% AIP \implies BUDGET 5%
- State—Airport Appropriation. State Aid projects: 20% Airport Owner, 80% State. Approximately \$10 million per year for State Aid and AIP projects.
- State—Land Loan. 20% Airport Owner, 80% State at 4% interest. Intended for future federal reimbursement. Interest is not reimbursable. Can be used for land acquisition and planning necessary to determine land needs.
- Airport Owner—sometimes work is included in a project for which no federal or state funding has been reserved or which is not eligible for funding.

Administration: Wisconsin is an AIP Block Grant State, meaning BOA administers the federal as well as the state airport funds. State law requires AIP funds be channeled through the State.

Uses: Runway and other airport pavements, airfield lighting and navigational aids, terminal and other buildings, snow removal and other equipment, land acquisition. A detailed list of eligible items is available.

How to Apply:

Submit a Resolution Petitioning the Secretary for Airport Improvement Aid. The application process requires a public hearing. At the same time, the airport owner allows the BOA to act as their agent, handling all planning, design, bidding, etc. The airport owner agrees to maintain and operate the airport according to federal and state grant assurances.

Timing & Assurance of Funding

- BOA programs funding one year or more in advance of construction. Programming is a planning tool; it does not guarantee funding. Final assignment of funding to projects is made in the fall for spring construction. BOA prioritizes projects for funding based on the project's priority rating and project readiness.
- Congress must pass both a Reauthorization and an Appropriation to make the federal funds available for FAA to grant. This process is usually not concluded until well into the federal fiscal year. FAA then needs time to allocate the funds based on the new laws. Federal funds are usually granted from April to August. Sometimes the wait for a grant means construction cannot begin until the following spring. Delays also make it difficult for FAA to assure discretionary funding for a particular project.
- State Funds are allocated on July 1.

For more information, see the Airport Development Handbook <http://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/airport/arpt-devel.pdf>

AIRPORT IMPROVEMENTS ELIGIBLE FOR FEDERAL AND STATE FUNDING

FOR AIRPORT OWNERS

Items listed must meet specific justification and need criteria to be eligible for funding.

The mere listing of a work item in state or federal program documents does not make a sponsor eligible for that improvement.

Federally Eligible - Airport Improvement Program (AIP) (2.5% local match for 2011 and older money, 5% local match for 2012 & later funds)

Construction/Reconstruction/Rehabilitation/Purchase/Installation of:

- Runways, connecting taxiways and aprons
- Parallel taxiways
- Airfield lighting
- Navigational aids (airport owner funds maintenance) (approach lighting system must pass federal benefit/cost test)
- Taxiways to hangars
- Site preparation for hangars
- Approach clearing and obstruction removal
- Fencing
- Sealcoat, crack fill and other pavement maintenance
- Helipads
- Seaplane bases
- Entrance and access (maintenance) roads
- Security equipment at primary air carrier airports as required by Part 139
- AWOS (Automated Weather Observing System) (justification required)
- Airport rescue and firefighting (ARFF) equipment & buildings (primary air carrier airports only)
- Snow removal equipment (entitlements only)
- Snow removal equipment buildings (entitlements only)
- Fuel farms (GA airports only, with entitlements only) under revenue producing criteria, airfield needs must be met first
- Hangars (10% local match—no state funding) (GA airports only, with entitlements only) under revenue producing criteria, airfield needs must be met first
- Terminal buildings (public use areas, entitlements only, some exceptions)
- Terminal auto parking lots (GA airports only, with entitlements only, some exceptions)
- Construction reimbursement (entitlements only, must be pre-approved and follow all federal grant requirements)
- Noise mitigation or abatement (Need approved part 150 study or environmental record of decision)
- Other environmental mitigation or abatement (e.g. wetland mitigation) for the above work)
- Land acquisition for the above work
- Planning work (Airport Layout Plans, master plans, environmental studies and design) for the above work

Federally Eligible - Facilities and Equipment (F&E) (100% Federal)

- Navigational aids (FAA funds maintenance)
- Air traffic control towers

AIRPORT IMPROVEMENTS ELIGIBLE FOR FEDERAL AND STATE FUNDING

FOR AIRPORT OWNERS

State Aid Program (20% local match, 50% local in isolated cases)

- All work listed as federally eligible above (some limitations, see below)
- Approach lighting systems (must meet State criteria)
- Terminal buildings \$1.25 million max. state dollars
- Auto parking areas and auto parking structures
- AWOS only for airports included in AWOS State System Plan
- AWOS maintenance (100% State)
- Reimbursement for development of land use zoning ordinance
- Security equipment (lighting, surveillance cameras, electronic gates) at GA airports
- Mowing equipment
- Wildlife studies
- Standard energy conservation/generation components within an eligible work item



NOT Eligible for State Funding

- *Work at Airports not in the state system plan (SASP)*
- *Hangars*
- *Buildings other than terminals & snow removal and mowing equipment storage*
- *Hazardous material cleanup projects*
- *Maintenance-type work other than pavements*
- *Airport Rescue & Fire Fighting vehicles at non-primary airports*
- *Vehicles other than for snow removal or mowing*
- *Any exclusive-use areas, i.e. apron which can only be used by one tenant*
- *Non-public-use areas of buildings*

NOT Eligible for Federal Funding

- *Work at Airports not in the national system plan (NPIAS)*
- *Hangars at primary air carrier airports*
- *Buildings other than terminals & snow removal equipment storage*
- *Hazardous material cleanup projects*
- *Maintenance-type work other than pavements*
- *Pavement Maintenance (other than seal) at MKE, GRB, MSN*
- *Security equipment at non- Part 139 airports*
- *Airport Rescue & Fire Fighting vehicles at non-primary airports*
- *Vehicles other than for snow removal*
- *Any exclusive-use areas, i.e. apron which can only be used by one tenant*
- *Non-public-use areas of buildings*
- *Auto parking areas and auto parking structures at primary air carrier airports*
- *Studies not related to a specific construction project*

City of Platteville

Capital Improvement Request Form

- 1) Project Name: Runway 7-25 and Ramp Resurface
- 2) Year Proposed: 2017-2018
- 3) Requested by: Airport Commission
- 4) Prepared by: Bill Kloster, Commission President

- 5) Project Description and justification (briefly indicate the size, location, type of projects or purchases and time schedule involved with implementation). Runway 7-25 has been surveyed by DOT and is in need of resurfacing. Failure to resurface the runway can lead to damage of the runway base and increase replacement costs. Planning for the project will began in 2016 with construction is scheduled to begin in April or May 2018. the Project should take 3-5 months once construction begins. The project has been bid and will include resurfacing the taxiway, ramp and miain entrance road as well as adding new surface to extnd the ramp for a new fuel farm. The lights on the runway being resurfaced will be replaced with new LED lights and both runways will be remarked.

- 6) Total Project Cost: \$1,800,000.00

Component Costs:

A. Resurface RW 7-25	\$	855,712.70
B. RW Lights PAPA's REI	\$	126,644.94
C. Resurface Taxiway A	\$	101,551.25
D. Resurface Apron	\$	283,171.14
E. Expand Apron	\$	104,360.50
F. Ent Rd Rehab	\$	54,895.30
G. Remark RW 15/33	\$	6,816.00
H. Engr Cost est	\$	266,848.17
Total	\$	1,800,000.00

- 7) Source of Funding: Airport Commission Funds

A. Federal AIP Funds	\$	1,620,000.00
B. State BOA Funds	\$	90,000.00
C. Airport Com Funds	\$	90,000.00
Total	\$	1,800,000.00

City of Platteville

Capital Improvement Request Form

- 1) Project Name: Airport Fuel Farm Construction
- 2) Year Proposed: 2018
- 3) Requested by: Airport Commission
- 4) Prepared by: Bill Kloster, Commission Chair

5) Project Description and justification (briefly indicate the size, location, type of projects or purchases and time schedule involved with implementation).

This project would move and replace the nearly 30 year old fuel farm at the airport. The fuel farm pumps over 60,000 gals of aviation fuel each year and accounts for 15% of the airports revenue. Having fuel on the airport is necessary to keep aircraft based here. Our fuel farm has passed the age for normal underground tank operation. Last year we experienced significant trouble with the aging system. The new system will be moved from the current location which is in a surface free taxi way zone and install new above ground tanks which can be more closely monitored and better maintained. Projectyed to be completed concurrently with ruunresurface and begin April / May 2018.

6) Total Project Cost: \$750,000

Est Component Costs:

A. Tank Unit 1 Av Gas	\$ 250,000.00
B. Tank Unit 2 Jet Fuel	\$ 250,000.00
C. site work	\$ 150,000.00
D. Electrical	\$ 45,000.00
E. Remediation	\$ 55,000.00
Total	\$ 750,000.00

7) Source of Funding:

A. State BOA Funding 80%	\$ 600,000.00
B. Airport Commission	\$ 150,000.00
C.	
D.	
Total	\$ 750,000.00

Airport Funding of Runway and Fuel Farm Projects

Assumptions

Runway project will cost \$1,800,000 with all alternates, 5% Local Cost

Ramp extension for Fuel Farm is required alternate

Ramp resurface is a highly desired alternate

Fuel Farm cost \$750,000, will be funded by State at 80-20% level vs 50-50%

Treasurers Cash will end 2017 at \$270,000 Balance

Both projects will begin onsite work May 2018

Completion will be early July 2018

Invoices will be monthly from June – Sep 2018

Local Costs;

Runway / Ramp Resurface and Ramp Extension 5% \$90,000

Fuel Farm 20% 150,000

Total \$240,000

Airport Funding Sources for Local Portion of Project

Project Fund	\$ 28,000
Contingency Fund	\$ 56,000
Hangar Rent	\$ 42,000
Treasurers Cash	<u>\$ 114,000</u>
	\$ 240,000

Fixed Expenses \$ 140,000

Revenue Sources for Fixed Expenses

Crop Rent	\$ 122,000
Fuel Sales	<u>\$ 20,000</u>
	\$ 142,000

May need City Assistance to meet local match on fuel farm if funding is 50%/50% rather than 80%/20%. Will seek a line of Credit to cover that possibility.

Bill Kloster
Airport Commission
August 2017