

Wyoming's System Plan Stakeholder Outreach Experience

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Overview Wyoming's Aviation System

- 40 public use airports in System
 - 9 Commercial Service Airports (2 EAS locations and 6 airports regularly receive state ASE grants)
 - 31 General Aviation Airports (6 Non-NPIAS)
 - Division is part of State DOT
 - Accountable to both a Transportation Commission and Aeronautics Commission
 - State has grants and loan programs for capital development and air service enhancement
 - Wyoming is a Channeling Act state and we make a concerted effort to influence federal funds for airport development
 - State does not own any airports
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Aviation System Planning in Wyoming

- Umbrella System Plan which sets the strategic direction of the system - WySASP
 - Several other studies are topic-specific and updated on a regular basis
 - Economic Impact Study
 - Design Standards Inventory
 - Priority Rating Model (AIP & ASE)
 - Rates and Charges Guide
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Wyoming State Aviation System Plan

- Originally developed in 1985 and updated in 2009 and 2017
 - Important because it is used in AIP PRM calculations (airport use)
 - Approached outreach differently in the 2009 and 2017 updates
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2009 WySASP Update Outreach

- Previous version was very old, so it is basically a new plan
 - Steering committee
 - Consultant selection
 - Project oversight
 - Project purpose:
 - Identify the current role of each airport in the state
 - Determine what geographic coverage is currently afforded by the existing airport system
 - Identify current or future constraints in the existing system that should be noted/considered in planning for future facilities
 - Determine whether there are gaps or voids in the current airport system
 - Identify what facilities are needed to insure that Wyoming has an airport system that can meet its transportation and economic needs and objectives
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2017 WySASP Update Outreach

- Previous version was only 6 yrs old, so this is primarily an update to the plan other than two additional air service tasks
 - Outreach consisted primarily of meetings/conference calls and presentations at conferences/commission meetings
 - Special attention was given to stakeholders specifically interested/involved in air service enhancement efforts
 - Consultant team participated in statewide Airline Rendezvous and a project meeting was held in conjunction
 - Project purpose:
 - Reassess the existing System Vision, Goals, Performance Measures and Targets
 - Update aviation/airport assets (Inventory)
 - Revise Forecasts
 - Reassess the state airport role classifications
 - Evaluate current system and airport performance
 - Predict future system and airport performance
 - Develop market analysis and Return on Investment (ROI) for commercial service airports and ASE
 - Develop a recommended plan to implement the findings of the WySASP
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2013 Economic Impact Study

- Update to a previous study published in 2009
 - Specific issues to be addressed through outreach:
 - Economic value of commercial air service
 - Increase understanding and confidence in methodology
 - Identify compelling “stories” that address Wyoming issues
 - Target project output to specific groups
 - Project purpose:
 - Provide more transparency on impact calculations
 - Insure accuracy of data inputs to support the study credibility
 - Distinguish “local” and “state” economic impacts using Wyoming specific state and county data
 - Identify specific economic impacts/benefits from commercial airline service/activities
 - Take a conservative approach to estimating “multiplier” impacts
 - Collect and document “stories” on activities/users each airport supports
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2013 Economic Impact Study

- Outreach during project
 - Airport operators/managers
 - Teamed with airports to collect 4,000 surveys of travelers using GA and commercial service airports
 - Direct mailings to 400 Wyoming businesses
 - Contact 30 statewide agencies and organizations
 - Contact 50 Chambers of Commerce and economic development groups
 - Distribution of an online survey link via 40 media/news outlets
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2013 Economic Impact Study

- Standard output
 - Technical Report
 - Airport Specific Summaries
 - Executive Summary
 - Targeted output
 - Commercial Service Impact Executive Summary
 - Individual report for each member of Wyoming House and Senate
 - Factsheet
 - Methodology Guide
 - Training/online training
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Priority Rating Model (PRM)

- State is statutorily required to have a methodology to rank airport improvement projects for state funding
 - Because the model can have a direct impact on state funding for projects and decisions made within the model can have far-reaching effects, development and maintenance of the model can be quite controversial
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Priority Rating Model

- The PRM has been revised four times in the last 10 years
 - The Aeronautics Commission has appointed a Task Force made up of airport operators/managers, Aeronautics Commissioners, and Division staff
 - Recently a consultant representative has been added to the group
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Priority Rating Model

- Current evaluation criteria:
 - Project Purpose
 - Project Component
 - Type of Federal Funds
 - System Impact
 - Project Optimal Timing
 - Airport Usage
 - Status of Airport Protection
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Priority Rating Model

- Using a task force to address this issue was risky to begin with, but has proven to be very efficient and effective
 - The acceptance of the model and the ranking of the projects is rarely questioned
 - The group has been able to discuss fairly controversial topics and still come to an agreement on what is best for the statewide aviation system
 - This group has also become a conduit for bringing issues to the Aeronautics Commission
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Lessons Learned

- Tailor the outreach to the project/situation
 - Who is just as important as why
 - Make sure sufficient resources are available
 - Set clear expectations
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Questions?

Thank you!
